

T-33 A

53-5809

25X1A

3 JUN 1970

T-33A/53-5809 Incident

25X1A

ORIG: [REDACTED]  
 UNIT: CC/OSA  
 EXT: 249  
 DATE: 9 JULY 1970

Approved For Release 2002/06/18 : CIA-RDP74B00447R000200020001-8

SECRET

TO :

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INFO: 9 JUL 70

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25X1A SECRET  
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INFO

CITE [REDACTED]

25X1A

4085

25X1A  
 IDEALIST

REF: MAJOR AIRCRAFT ACCIDENT REPORT, T-33A, SN535809

1. SUBJECT REPORT HAS BEEN CAREFULLY REVIEWED BY THIS HQS. I AM SOMEWHAT CONCERNED ABOUT THE APPARENT LAXITY OF SUPERVISION IN THE FOLLOWING SPECIFIC AREAS:

25X1A

A. [REDACTED] TEST MONY ON PAGE 7 AND 8 OF TAB Q

25X1A

OF THE REPORT STATES THAT HE WAS SHOOTING FOR THE END

25X1A

OF THE [REDACTED] RUNWAY AND NOT NECESSARILY THE END OF

THE RUNWAY AT [REDACTED] THIS IS IN DIRECT CONFLICT WITH PAGE 25, SECTION III OF T.O. IT-33A WHICH SPECIFIES TO AIM FOR THE FIRST ONE THIRD POINT OF THE RUNWAY.

B. THE LOW AIR SPEED ON FINAL PRIOR TO RAISING THE  
 COORDINATING OFFICERS

SECRET

CONTINUED

RELEASING OFFICER

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FLAPS AND THE SUBSEQUENT HARD LANDING IS AGAIN IN CONFLICT WITH PAGE 26 SECTION 11 OF THE DASH-1 WHICH STATES WING FLAP RETRACTION CAN INCREASE GLIDE DISTANCE PROVIDED THE AIRSPEED IS 140 KNOTS LAS OR MORE.

6. THE LOGGING OF INSTRUCTOR PILOT TIME WITHOUT THE INTENT TO FUNCTION IN THAT CAPACITY IS IN DIRECT VIOLATION OF AFM 60-1.

2. THE FIRST TWO AREAS DESIGNATED ABOVE INDICATE A LACK OF AIRCRAFT FAMILIARITY BY THE PILOT AND QUESTIONS HIS CHECK OUT PROCESS. ALL THREE OF THE AREAS INDICATE DEFINITE SUPERVISORY ERROR ON THE PART OF THE GROUP OPERATIONS PERSONNEL AND IN PARTICULAR.

Request you take  
3. IMMEDIATE STEPS WILL BE TAKEN TO RECTIFY THE SITUATION AND TO PREVENT RECURRENCE. PLEASE FORWARD FOR MY REVIEW THE STEPS TAKEN AND COPIES OF ANY REGULATIONS THAT MAY RESULT.

COORDINATING OFFICERS

SECRET

RELEASING OFFICER

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PAGE THREE

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END OF MESSAGE

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